

London, Tuesday, Aug. 10, 1858.

The name of the new colony on the Pacific has been changed from New-Caledonia to British Columbia.

VOYAGE OF THE AGAMEMNON

quantity of slack, but after the expiration of the time the speed of the Agamemnon increased, and the cable paid out at about six, with an indication more than a few hundred pounds strain upon the dynamometer. Shortly after 6 o'clock a very large wave was seen approaching the starboard bow at a great speed, rolling and tossing the ship from all round, and for the second time the cable broke, and the strain upon the dynamometer was again broken off. The cable might have been cut after all by one of these animals getting foul of the water. It appeared as if it were making direct for the cable, and great was the relief of all the ponderous living masses when the cable was parted. The cable was where it entered the water, but unfortunately without doing any mischief. It seemed to go well up to about 8 o'clock; the cable paid out from the hold with an evenness and regularity which showed how carefully and persistently had been coiled away. The cable was again broken off by a very large wave, in consequence of the cable having suffered injury during the storm, the indication upon the dynamometer was never allowed to go beyond 1,700 lbs. or less than one-quarter of the cable is estimated to bear, and thus the cable was the most promising of success. But at such a slack as this, the cable would have been in a few minutes bringing foul, so soon after 8 o'clock, an injured portion of the cable was discovered about a mile or two from the portion paying out. Not a moment was lost by Mr. Cannan, the engineer on duty, in getting the cable to the cable car, and the cable was again paid out, but the cable was going out at such a rate that the damaged portion would be paid overboard in less than twenty minutes. The former experience had shown us that to increase either the speed of the ship or the weight of the cable, either possibility, would have been the most fatal of all probabilities, and the only way to save the cable was to stop the lapping was finished, Prof. Thomson reported that the electrical continuity of the wire had ceased, but that the insulation was still perfect; attention was naturally directed to the injury done by the last stroke of the stoppage, and a moment's delay in getting the cable to the cable car, with the intention of making a perfect splice. To the consternation of all, the electrical tests applied showed the fault to be overboard, and in all probability not 50 miles from the ship. Not a second was to be lost, it was evident that the cable was in the meantime too much overboard, and it was necessary to make a tedious and difficult operation of making a splice if it was to be performed. The ship was immediately stopped, and no more cable paid out than was absolutely necessary to prevent it breaking. As the stern of the ship was lashed by the waves, a scene of confusion and excitement followed, and it was impossible even by using the greatest possible speed, in paying out the least possible amount of cable, the junction could be finished before the part was taken out of the hands of the workmen. The time held presented an extraordinary scene, and nearly all the officers and crew were looking on with interest. The expedition, stood in groups about the cable, watching with intense anxiety the cable as it slowly unwound itself nearer and nearer the joint, while the women, directed by Mr. Cannan, under whose supervision the cable was originally paid out, were endeavoring to get the cable to the cable car, and work well felt that the life and death of the expedition depended upon their rapidity. But all their speed was to no purpose, as the cable was unwinding within a few minutes, and the cable was now about a hundred fathoms, and, as a last and desperate resource, the cable was stopped, and the dynamometer was again used to find out the end. Fortunately, however, it was only for a few minutes, the strain was continually rising above two tons, and it would not hold on much longer; when the splice was finished the eight cables were again paid out, and the cable was overboard safely enough. With the excitement consequent upon having so narrowly saved the cable had passed away, we awoke the consciousness that the case was still as hopeless as ever, for the electrical continuity was still entirely wanting. Preparations were consequently made to leave the cable as it was, and to hold on to it for six hours, in the hopes that the fault, whatever it might be, might mend itself before cutting the cable and returning to the rendezvous to make another splice. The magnetic needles on the receiving instrument were again used to find out the end of the cable, when in a few minutes the last hope was extinguished by their suddenly indicating dead earth, which tended to show that the cable had broken from the Niagara, or that the insulation had been completely destroyed by the action of the water. The expedition was surprised by the intelligence that the stoppage had appeared, and that the signals had again appeared at their regular intervals from the Niagara. It is needless to say what a load of anxiety this news removed from the minds of every one, but the general opinion was that the cable was now safe, and that the ship was much shaken by the occurrence, for all felt that even a minute's similar accident might occur. 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boats that were in sight might not arise until the end had been fully landed on the opposite shores. During Sunday night and Monday morning the work continued as heretofore as ever, and it was only the most indefatigable exertions and the most judicious use of the most intelligent crew that prevented the cable from being pulled altogether as the vessel rose and fell with the sea, and once or twice they did come completely a stand still in spite of all that could be done to keep them moving, but fortunately they were always set in motion before the stern of the ship was obliged to stop the hauling.

By the time the hauling of the cable began, the Agamemnon, of course, and through the passenger cabin, registered 1,700 pounds as the ship lifted, it was often below 1,000, and was frequently nothing, the cable running out as fast as own weight and the speed of the ship could take it. It was not the exertion of the crew, as it was so quick, but the exertion of the cable, which was about five knots and a half the cable, with occasional exception, running about 90 per cent faster.

Soon on Monday, Aug. 10, observations showed us to be in lat. 32 deg. 30 min. N., lon. 10 deg. 30 min. W. No wind was blowing, and the water was more than the half way to our ultimate destination. During the afternoon an American three-masted schooner, which afterward proved to be the Christiana, was seen standing by the cable. No fire was seen from her, but at first when she was within about half a mile of the Agamemnon she altered her course, and bore right across our bows. A collision, which might prove fatal to the cable, now seemed inevitable, or could only be avoided by the equally as arduous exertion of hauling the Agamemnon's course. The vessel, however, as she did not appear to take much notice of us, was quickly followed by another from the bows of the Agamemnon and a second and third from the Valerius; but still the vessel held on her course, and as only recourse left to us was to wait until she was well away, we were forced just in time to pass within few yards of her. It was evident that our proceedings were a source of the greatest possible astonishment to them, for all her crew crowded upon her deck and rigging. At length they evidently discovered our purpose, and, dipping their heads several times they gave us three hearty cheers. That the Agamemnon was obliged to acknowledge the congratulations in due form, the feelings of annoyance with which we regarded the vessel which, either the stupidity or carelessness of the captain, or the chapter of accidents which had already been encountered, may easily be imagined. To those below, of course did not see the ship approaching, the stern of the first gun came like a thunderbolt, for all that it was the first gun of a brigantine of 100 tons, and the discharge was deemed to be momentous, and a general rush made up the batteries to the deck, but before reaching it their fears were quickly banished by report of the succeeding gun which all knew we could only be caused by a ship in our way or an overhead. Throughout the greater part of the day we were getting gradually weaker until it ceased altogether for nearly three-quarters of an hour. Our uneasiness, however, was in some degree lessened by the fact that the topside appeared much more airy and airy, and that the water was so calm, and there was consequently every reason to suppose that it might arise from faulty connections on board the Niagara. Accordingly Professor Thomson sent a message to the effect that the signal was too weak to be read, and, as if they were not satisfied with the result, the signal was sent, and the deflections immediately returned even stronger than they had ever been before. Toward the evening, however, they again declined in force for a short time. With the exception of these little stoppages the electrical communication of the cable was so good that the work improved. It was evident that the low temperature of the water at the immense depth improved considerably the insulating properties of the gunperch, while the enormous pressure to which it must have been subjected, and the fact that the water was so calm, and it still up any air bubbles or slight faults in manufacture which may have existed. The work, during Monday night moderated a little, but still there was a very heavy sea on, which endangered the every second minute. About 3 o'clock on Tuesday morning all but the cable was hauled up, and the booming of a gun. Everyone, with waiting for the performance of the most particular toilet, rushed on deck to ascertain the cause of the disturbance. Contrary to our expectation the cable was safe, but it was not yet hauled up and the Valerius could not take the cable to the water's edge, firing gun after gun in quick succession toward a large American bark, which unconscious of our proceeding was standing near our stern. Such loud and repeated reiterations from a large steam frigate were not to be endured, and the vessel was forced to retire, and the wherefore, she quickly threw her sails and remained hoist to. Whether those on board her considered that we were engaged in some illustrious expedition, or regarded our proceedings as a note of British outrage upon the United States, we do not know, but the result is that, apparently in great trepidation, she remained hoist to until we had sight of her in the distance. Tuesday was a finer day than any we had experienced for nearly week, but still there was a considerable sea running, and the wind was strong, and the water was so calm, and the work improved. 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NEWARD TO CAPT. FREEDY AND HIS CREW

[illegible][illegible]